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close together vertically by an indestructible cement, and which when polished at the surface exhibited the most exact imitation of nature, while it had the advantage of being unalterable by time.

Shortly after this the ladies passed into another apartment, where an elegant repast was prepared, of which the various articles were chosen and prepared so as most eminently to promote health and refreshment. At the table two new dishes were introduced this day: one was a haunch of Llama, skilfully dressed; the other was the favourite vegetable of the Chinese, called Pe-tsai, and both were found to be excellent. The lady who directed the rearing of the newly-arrived Llamas, informed us of their many valuable qualities, and showed us a shawl which she had woven from their wool herself, which exceeded in beauty the finest produce of Cashmere. The lady who had cultivated the Pe-tsai told us, it was of the *brassica* genus, and was preferred by those who used it to all other kinds. Several of the other ladies informed us of circumstances which had occurred to them, either useful or amusing, in their studies of that day. One lady had proved a plant, which before was esteemed poisonous, to be capable of producing a powerful medicine, by a certain management, which she related: another had succeeded in fixing a beautiful and permanent scarlet dye on linen; a third exhibited some fine thread, made without any twist, by passing fibres of flax, drawn out, and united by a curious engine, through an elastic varnish, which she had just brought to perfection, which dried instantly, and which was unalterable by moisture, or the action of the air. A fourth lady recounted a curious article of history which she had met in an ancient Chinese book, that exhibited in a new light the fatal effects of a violent passion, uncontrolled by reason or justice. A very young lady lately admitted, observed on this, that it would be better if the sexes were formed without passions, or that they could totally eradicate them by firmness of resolution. But Serena replied to her, that by the same mode of reasoning, we should banish the use of fire, and of every other powerful agent in nature, for

that as any thing in the moral or natural world had power to promote happiness, in the same proportion it had power to cause misery: the fire which consumed the unskilful, warmed others, and produced a thousand benefits by judicious management; and passion, which was no less destructive when ungoverned, was productive of equal advantages under due controul.

In such discourses as these, the moments passed swiftly and pleasantly, till the repast was concluded.

NEMORENSIS.

*To be continued.*

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*For the Belfast Monthly Magazine.*

IN the eighth canto of the *Gerusalemme Conquistata*, of Tasso 12th and 18th octaves, is the word *fonte* put in the feminine gender, which flagrant solecism, with some other matters I could mention, tempts me to doubt whether that poem was ever the production of Tasso; it is in many places irksome and obscure, and is altogether unworthy of the author of the *Liberata*.

If any person who is studious of Italian literature, could adjust this point, through the medium of your Magazine, it would much oblige

RICCIARDO.

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*For the Belfast Monthly Magazine.*

*First Report from the Committee on Acts regarding the use of broad-Wheels and other matters, relating to the preservation of the Turnpike Roads and Highways of the Kingdom.\**

The Committee appointed to take into consideration the acts now in force, regarding the use of broad Wheels, and to examine what shape is best calculated for ease of Draught, and the preservation of the Roads; also to suggest such additional regulations as may contribute to the preservation of the Turnpike roads and Highways of the Kingdom: And who were instructed to consider of an Act made in the 28th year of his present Majesty, for limiting the number of persons to be carried on the outside of Stage Coaches & other carriages; and to report, from time to time to the house,

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\* Published in June 1806.

have proceeded to examine the several Matters to them referred, and have agreed to the following Report :

**Y**OUR Committee having proceeded to consider the important subjects recommended to their attention, have thought it incumbent upon them to lose no time in reporting to the House some particulars given in evidence to them, which are not only connected with the preservation of the roads, but also in other respects interesting to the public.

By an act passed in the year 1788 (28 Geo. 3. c. 57.) regulations were made for the purpose of limiting the number of persons permitted to travel on the outside of stage coaches or other carriages: and this law was afterwards altered, explained, and amended by an act passed in the year 1790, (30 Geo. 3. c. 34.) by which additional provisions were enacted.

It appears to your committee that the salutary regulations provided by these acts have been by a variety of contrivances most grossly evaded, inasmuch that instead of six (the number limited by the original act) twenty passengers and more are often carried on the outside of stage coaches. It is not unusual to see ten on the roof, three on the box (besides the driver) four behind on what is called *the gamon board*, and six on the dicky or chair; in all, often above thrice the number intended to be allowed.

These evasions of the law are in several respects of great public disadvantage.

1. It cannot be doubted that machines conveying such a number of persons and their luggage must be extremely destructive to the Roads: the wheels are narrow, and the weight great; and as these carriages are not liable to the regulations regarding weighing engines, the weight they carry has no limit.

2. From the enormous weight, and the injudicious manner in which such numbers of passengers and their luggage are so frequently conveyed, namely on the roof (which renders the carriage top heavy, and apt to be overturned) accidents are perpetually happening in one part of the kingdom or another; and indeed scarce a week passes without some of those carriages breaking down, and often

killing the unfortunate passengers who have trusted themselves to that mode of conveyance. Within these few days the Croydon coach broke down, from its being overloaded, in consequence of which two persons lost their lives, and several others were severely bruised. For a variety of other instances of the same sort, your Committee beg leave to refer to the Appendix.

Your Committee are persuaded that it is unnecessary for them to dwell any longer upon a subject which they humbly conceive is well entitled to the immediate attention of parliament, by whose authority such disgraceful and dangerous practices can alone be prevented.

#### *Second Report of the Committee on Acts relating to Broad Wheels, &c. \**

**Y**OUR Committee have already communicated to the House some information regarding the subject which they were instructed to consider, namely, "The Regulations as to the Number of Outside Passengers to be conveyed in Stage Coaches;"—They now beg leave to report on the two other points recommended to their attention, namely, 1. The System that ought to be adopted for the greater Ease of Draught in Carriages; and, 2. The best means of preserving the Turnpike Roads and Highways of the Kingdom.

From the late period of the session at which your Committee was appointed, they find it impossible to do that justice which they could wish to these important investigations; at the same time they trust, that the information they have collected, and which they now beg leave to submit to the consideration of the house, contains some useful suggestions, which, aided by further inquiries in the course of some future session, will enable parliament to form such a system regarding the public roads, as may be of the most material service in promoting the general interests of the kingdom.

#### *1. Observations respecting Ease of Draught in the Conveyance of Goods.*

Ease of draught, independent of the state of the roads, which will be afterwards considered, must principally

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\* Published in July 1806.